

New National Phase Application  
Docket No. 32860-000956/US

IN THE U.S. PATENT AND TRADEMARK OFFICE

Applicants: Benno SCHIEFER  
Int'l Application No.: PCT/EP2004/004180  
Application No.: **NEW APPLICATION**  
Filed: November 10, 2005  
For: INTERNAL CEILING CLADDING FOR A LARGE  
VEHICLE FOR PASSENGER TRANSPORT IN  
PARTICULAR A RAIL VEHICLE

**LETTER**

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**November 10, 2005**

Sir:

Amended sheets are attached hereto (which correspond to Article 34 amendments or to claims attached to the International Preliminary Examination Report), as required by 35 U.S.C. § 371(c)(3). The Article 34 amended sheets are incorporated in the included substitute specification and Preliminary Amendment.

Respectfully submitted,

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- 1 -

**Description**

Internal roof cladding for a large-capacity vehicle for passenger transport, in particular a rail vehicle

The invention relates to an internal roof cladding for a large-capacity vehicle for passenger transport, in particular a rail vehicle, comprising a cladding element arranged in the region of a door drive, and coving elements adjoining said cladding element in the longitudinal direction of the vehicle.

It is generally customary in rail vehicles for door drives arranged on the roof side to be clad by means of a respective element and for there to be arranged between these elements coving elements which likewise form part of the internal cladding. As a rule, the design and especially the shaping of the cladding elements and of the coving elements are fixed at the actual vehicle design phase, frequently in collaboration with the customer. The appearance which is thereby imparted to the vehicle is barely capable of being altered subsequently, in particular after the vehicle has been delivered, unless at considerable cost.

The aforementioned disadvantage is applicable for example to what is disclosed in the publication EP 1 186 499 A2, namely a coach body of a rail vehicle having an internal cladding which is arranged in the roof region and which comprises three cladding sections extending transversely with respect to the longitudinal direction of the coach body. An air duct is in each case fitted between the central cladding section and the two lateral cladding sections. The underside of these air ducts is situated in the plane of the lateral cladding sections, with the result that the air ducts can be fitted into the contour of the internal cladding.

**AMENDED SHEET**

The prior art also includes, by way of the document DE 197 46 795 A1, a large-capacity vehicle in which an internal cladding for the ceiling region comprises two sandwich cover plates which are each formed continuously over the length of the vehicle and cover one half of the roof. This internal cladding which defines the appearance of the vehicle is also virtually no longer capable of being modified to any degree after the vehicle has been delivered.

The object on which the invention is based is to provide a cladding design for a vehicle of the generic type which allows vehicles to be produced whose visual appearance can be modified at little cost and with little outlay on parts. These modifications should also be possible after a customer has decided on a specific vehicle configuration and, if appropriate, even after the vehicle has gone into service.

This object is achieved according to the invention in that the cladding element has on its side facing the longitudinal center of the vehicle a bearing surface for making contact in a precisely fitting manner with a complementary surface formed on a further cladding element.

The invention advantageously ensures that at the start of an order the customers have the option of ordering a variant of the vehicle which, in terms of the internal cladding, is basic, simple and therefore inexpensive, with it being possible for this vehicle to be retrofitted with cladding elements at any time or even to have its entire interior design modernized after a number of years.

Advantageous refinements of the invention are given in the subclaims.

The invention will be described in further detail below with the aid of exemplary embodiments which are illustrated in the drawing, in which

- fig. 1 is a perspective view showing the interior of a vehicle for passenger transport,
- fig. 2 shows a cladding element for a door drive, forming a base module,
- fig. 3 is a view based on fig. 2 showing a further cladding element,
- fig. 4 is a view based on fig. 3 showing an additional cladding element in a first configuration,
- fig. 5 is a view based on fig. 3 showing an additional cladding element in a second configuration,
- fig. 6 is a perspective partial view showing a modular arrangement of cladding elements, including lighting units,
- fig. 7 is a perspective view showing coving elements and their lighting units.

The vehicle has a floor 8, side walls 10 provided with doors 9, and a roof 5. Cladding elements 1 are arranged in the region of door drives and they are adjoined by coving elements 4. The cladding elements 1 are in each case provided as a base module and are preferably connected to the side walls 10 by means of concealed hinges, with the result that the door drives are readily accessible for maintenance work. Each cladding element 1 is provided on its side facing the longitudinal center of the vehicle with a surface 1a for

seating at least one further cladding element 2 in a precisely fitting manner.

The further cladding elements 2 may be designed as decorative end-pieces. Alternatively, the further cladding elements 2 may have on their side facing the longitudinal center of the vehicle a surface 2a for seating additional cladding elements 3 in a precisely fitting manner. According to fig. 4, these additional cladding elements 3 are arranged between two further cladding elements 2 situated opposite one another in the transverse direction of the vehicle, and thus span the central region of the roof 5. A modification (not shown) comprises configuring the further cladding elements 2 in such a way that, in a manner corresponding to the additional cladding elements 3, they may be arranged between two cladding elements 1 situated opposite one another in the transverse direction of the vehicle and likewise span the central region of the roof 5. Moreover, the further cladding elements 2 may also be used as intermediate pieces for simple adaptation to different vehicle widths.

The cladding elements 1, 2 and 3 may optionally be equipped with a lighting unit 6 (see fig. 6). It is possible for the coving elements 4, too, to have a lighting unit 7 which preferably comprises a lighting fixture which is fitted into a cutout 4a in the coving element 4 and is detachably connected to the coving element 4 for replacement purposes. The lighting fixture may for example contain a fluorescent tube and/or round lamps (spotlights). The particular ideas that the customers have with regard to vehicle lighting may be taken into account in a simple manner.

## List of reference numbers

1	cladding element (base module) for the door drive
1a	bearing surface
2	further cladding element
2a	bearing surface
3	additional cladding element
4	coving element
4a	cutout
5	roof
6	lighting unit for the cladding element
7	lighting unit for the coving element
8	floor
9	door
10	side wall

## Patent Claims

1. An internal roof cladding for a large-capacity vehicle for passenger transport, in particular a rail vehicle, comprising a cladding element (1) which is arranged in the region of a door drive, and coving elements (4) which adjoin said cladding element in the longitudinal direction of the vehicle, characterized in that the cladding element (1) has on its side facing the longitudinal center of the vehicle a bearing surface (1a) for making contact in a precisely fitting manner with a complementary surface formed on a further cladding element (2).
2. The internal roof cladding as claimed in claim 1, characterized in that the further cladding element (2) is arranged between two elements (1) situated opposite one another in the transverse direction of the vehicle, each cladding a door drive, and thus spans the central region of the roof (5).
3. The internal roof cladding as claimed in claim 1, characterized in that the further cladding element (2) has on its side facing the longitudinal center of the vehicle a bearing surface (2a) for making contact in a precisely fitting manner with a complementary surface formed on an additional cladding element (3).
4. The internal roof cladding as claimed in claim 3, characterized in that the additional cladding element (3) is arranged between two further cladding elements (2) situated opposite one another in the transverse direction of the vehicle, and thus spans the central region of the roof (5).

5. The internal roof cladding as claimed in one of claims 1 to 4, characterized in that the element, cladding the door drive, (1) and/or the further cladding element (2) and/or the additional cladding element (3) are or is provided with a lighting unit (6).

6. The internal roof cladding as claimed in one of claims 1 to 5, characterized in that the coving elements (4) each have a lighting unit (7).

7. The internal roof cladding as claimed in claim 6, characterized in that the lighting unit (7) of the coving element comprises a lighting fixture which is fitted into a cutout (4a) of the coving element and which is detachably connected to the coving element (4) for replacement purposes.